

1m.7.42.

John Harker Ltd., Knottingley.

Yard No. 166.

MAX. S. F.E.

Received by Chief Ship Surveyor.....

Received from Chief Ship Surveyor.....

VESSEL'S NAME motor tanker "EMPIRE ALDERNEY" REPORT Hull. No. 52469

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

("The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement."—Extract from Sub-Committee's Report, 24/5/92.)

1st Long. No. 1215 Depth "d" 8.0'

2nd Long. No. 4118 Proportions = $\frac{L}{D}$ 15.0

Framing Bulb angle frames as approved Sheerstrake As approved

The Surveyors report that the vessel came into contact with the canal bank after launching. As an internal examination revealed no damage or leakage a request by the Admiralty that the vessel be further examined in dry dock at the first convenient opportunity was agreed to.

This vessel appears to have been built in accordance with the Rules and the approved plans, and it is submitted she is eligible to be classed ~~100A1~~ "Carrying Petroleum in bulk", subject to the vessel being specially examined in dry dock at the first convenient opportunity.

1 Dk. "Deck plating elec. welded"

FPT 24t, APT 19t

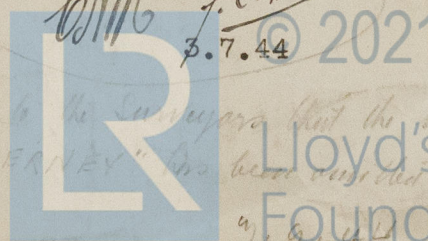
FK, 9 BH, pt.Asp., Lloyd's A & CP

P 41' F 14'

Mchy Aft

O.L. 143.1'

d



It should be pointed out to the Surveyors that the name of the vessel "EMPIRE ALDERNEY" has been crossed from the report.

Angle

TOP	1	4	5	20
BOTTOM	5	24	24	20

Poop Deck, Angle, $\frac{1}{2}$ or $\frac{1}{4}$